

A full-page photograph of a red Porsche driving on a winding asphalt road that curves through a mountainous landscape. The road is bordered by a low concrete wall with small posts. The surrounding hills are steep and covered in green vegetation with patches of snow. In the background, more mountain ranges are visible under a clear sky.

**Porsche.
A love story.**



Some people race their cars after they build them. We race them before.

You can't fake a race.

It's not like a test track, with curves and banks that some lone driver memorizes until he can take them in his sleep, without having to worry about winning or losing.

Unless you plan to do all your driving all alone on empty roads, the test track is no place to get the whole truth about a car.

Win or lose, the only place to get the whole truth is in a race.

A race is one long moment of truth. That's why we keep our eyes on the car more than on the finish line.

(And possibly why we cross it ahead of most of the others.)

We're not saying that racing has made Porsche the perfect car. Even Dr. Ferry Porsche wouldn't say that. In fact, the Porsche theory is that there's no such thing as the perfect car. There is only the perfect car for now. A car with all the latest proven engineering concepts and design ideas.

The more Porsches are raced, the more features are proven.

And the closer we get to the perfect car.

To Dr. Porsche, the firm is an engineering group first; a producer of ideas. (After all, before the Porsche was a car, it was an idea.)

His ideas refined his father's original design. His son, Ferdinand III, a design specialist, took what was considered the perfect design even further. His son, Peter, is a production specialist. His nephew, Ferdinand Piech, is an engineering specialist. (Without production and engineering ideas, design ideas remain ideas.)

Built into every Porsche is their most basic idea, something it takes more than a test track to prove: safety and control.

50 years before a Porsche-designed car appeared with the Porsche name on it, Porsche designs were selling for other companies because of the races they won.

Now, after 20 years of producing Porsche-designed cars with the Porsche name on them, they sell for the same reason.

FIRST. SECOND.

These Porsches came through the 1000-Kilometer

If you saw it in a movie you wouldn't believe it.

5 Porsche 908's.

They went around the 14-mile course 44 times to set a record and win Porsche the Manufacturers' World Championship with 68 points and 3 races still to go.

Closest behind was Ferrari with a

much bigger engine. And 15 points.

6th in the Nuerburgring was a Ford. Also with a much bigger engine.

Apparently there's more to winning than a big engine.

Porsche makes it a habit of racing. And rallying. And winning. It has to.

Porsche came in first overall for the Trans-American Championship in the 3-hour Sebring. And first in its class in 5 races that included two 3-hour races at Bridgehampton in New York and Lime Rock in Connecticut.



THIRD. FOURTH. FIFTH.

Nuerburgring with nothing ahead of them.

Porsche finished first in its class in 9 different races and won the NASCAR Grand Touring Championship; first overall in the European Rallye Championships for Drivers and the European Rallye Championships for Manufacturers.

And they won the Monte Carlo Rallye too.

In the SCCA American Road Race of Champions, Porsche placed first in each of 3 classes entered.

Porsche came in first for the International Grand Touring Cup in the Targa Florio, the 1000-kilometer Monza, and

the 1000-kilometer Spa in Belgium.

And that was just one year.

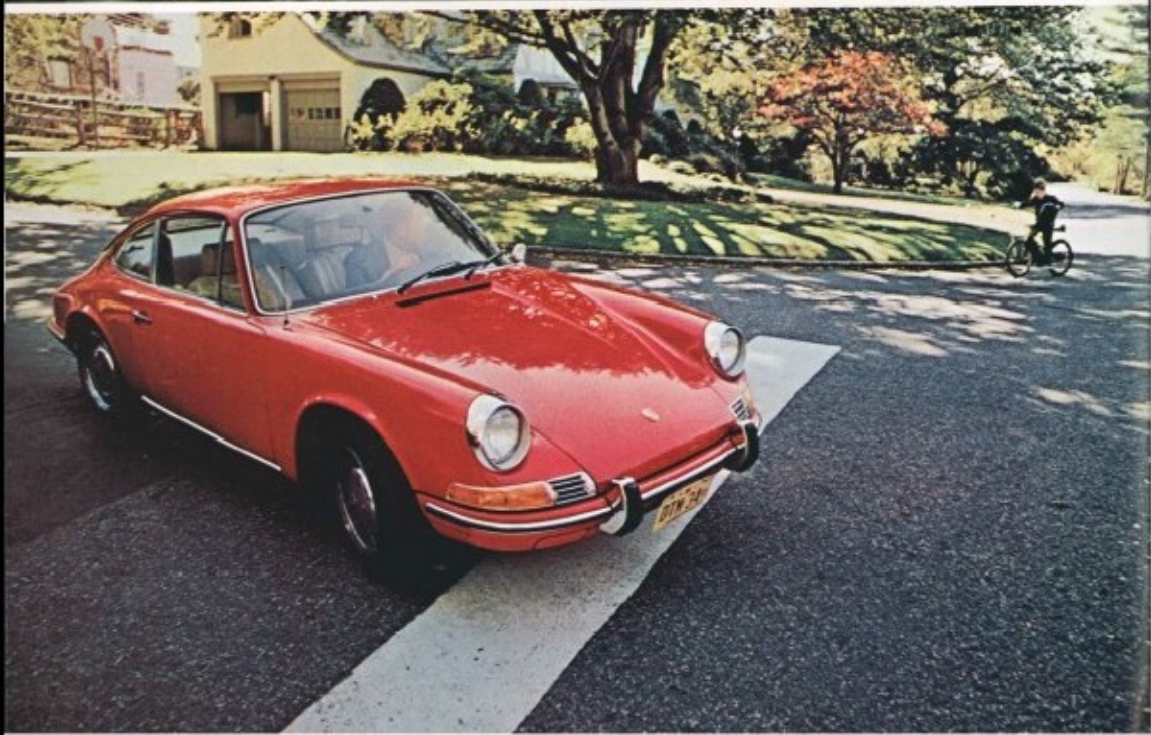
When Porsche talks about Grand Touring, it means driving from Point A to Point B quickly, comfortably, safely.

With Porsche, GT is a philosophy, not a brand name.

And every car that comes off the assembly line proves it.

It better.





**The car that comes through
over 1000 races and rallies every year
should make it from stop sign to stop sign.**

The Porsche 911 is built to do both.

And everything in between.

Just how do you build a car to do both?

By building it to win a 3000-mile mountain rally. Or an 84-hour race even when equipped with a test automatic transmission.

By building it as though the road to the supermarket was 624 miles long with 174 turns like the Nuerburgring.

And with a basic design so efficient you can win a race hub-deep in rain without switching to special tires.

By building it to finish anything it starts.

By building it like we build the Porsche 911.

And you do that by putting the engine in back, pressing down on the drive wheels for better traction. And you make it an air-cooled engine, so it'll never boil over or freeze up. And you make it a "flat" engine with horizontally opposed cylinders, to save space and lower the center of gravity. With an overhead camshaft, for higher engine revolutions. And a dry sump for better oil cooling.

You suspend each wheel independently, so that each one, not the car, takes each bump. You put disc brakes on all 4 wheels because they stand clear while air keeps them from overheating and fading or getting

wet and grabbing.

You give it rack and pinion steering for quick, precise control.

You give the E and the S models fuel injection, to feed in only the amount you need based on altitude, RPM's and load, so it goes into moving the car, not fouling the air and your plugs.

You make the car so safe that when Federal Safety Standards are established you've already met them, except for some rubber dash knobs. And you even go the Standards one better with things like a 3-piece collapsible steering column.

You put it all into a rattleproof, welded-not-bolted, unitized body.

You build the 911 to win races where races are won: in the turns. With the ideal combination of acceleration, braking, ease of down- or up-shifting, and overall road-holding shape.

You build it to be the car most private entrants, with no maintenance money to spend, will enter.

You build it not to need much maintenance.

You build a car that needs only one thing. Driving.

Racing is only one of the things that make a
Porsche a Porsche.





If the undercoating, 35 lbs. of it, hasn't been brushed on before the bell rings, one of the men will move on to the next station, along with the car, until it is.



He'll pick up flaws quicker with the mitts than with bare hands.



The Porsche hood frame is as rigid as the rest of the body, because it too is welded, not bolted.



To make sure there aren't any spaces where there shouldn't be any spaces, this man fills them in with body lead or soldering tin.



Every Porsche engine (not the 1600s or 2000s like most competitors) is tested at various RPM and HP outputs in the dynamometer room.



The door isn't finished until this man says so. And he says so when no light shows between the door and the template.



Why even old Porsche bodies don't rattle. A Porsche body being welded, not bolted.





The end of the Porsche assembly line is 25 miles long.

The speedometer of a finished Porsche always says at least 00025.

Because even when we're finished putting a Porsche together, a Porsche isn't finished until it passes its 25-mile road test.

One of our test drivers checks it for road holding, cornering, acceleration, braking, shifting, and overall stability.

He checks it for all the things that prove that the engine, gearshift, synchromesh, brakes, suspension, will do for you, and the car, what we designed them to do.

Only then does a newly built Porsche become a brand new Porsche.

Purely an act of love.



No matter which Porsche

911T. The Porsche that won Porsche its first Monte Carlo Rallye.

A 4-speed all-synchromesh transmission is standard. (All Porsche transmissions are all-synchromesh.) What is probably the world's most rugged automatic, Sportomatic, is optional. (It proved itself ready for the public when a 911 equipped with it won the 84-hour 6100-mile Marathon de la Route in 1967.) Also optional: a 5-speed transmission.

Some more facts about the 911T: 2 triple-throat Zenith carburetors (individual carburetion for each cylinder); thermostatically controlled oil cooler especially good for high speeds; two batteries (all Porsches have 2 batteries); 142 hp engine with 128 mph top and cruising speed.

And it's only the lowest priced of the three.

911E. A 5-speed transmission is standard and Sportomatic is optional.

Engine performance is especially precise because fuel injection is standard.

Also standard is hydropneumatic front suspension: no matter how heavy you load your trunk, the front lifts itself to the level of the car. You don't ride nose down.

A new high capacity discharge ignition system and faster reaction in the lower rpm ranges quicken acceleration in the E to make it especially good for city driving and short trips in general.

But don't worry about the highway. With its 175 hp, the E will do 137 all day.



you get it's got its own story.

911S. With 200 hp and an engine that can do 144 longer than you can, the S is one of the world's only true GT's. It's built for high speed, hard driving, performance and comfort.

Even the wheels are wider than those on the T and the E. The pistons are forged. The outer body has additional protection.

Inside, the steering wheel is leather covered, there's full carpeting and soundproofing, and special instrumentation so you can read about the high performance while it's happening.

The S has the same Bosch fuel injection as the E, and is equipped with Koni shocks.

But you can't get Sportomatic or a 4-speed transmission for the S. Even if you ask. Only a 5. Think you can handle it?

TARGA. The first convertible with race track protection for everyday driving. For people who don't do everyday driving in their everyday car.

The roll bar is a built-in integral part of the design, and makes the Targa the first 4-cars-in-1 convertible: (1) with the top and rear window open (2) or closed (3) or with the top open and the rear closed (4) or vice-versa.

Unless you get it with the permanent, electrically-heated rear window the other 911's have. It's optional at extra cost, but you get 2 rear seats with it.

Please note, though, that the Targa isn't really a Porsche model. It's a Porsche body style.

You can wrap your 911T, 911E, or 911S in a Targa body.

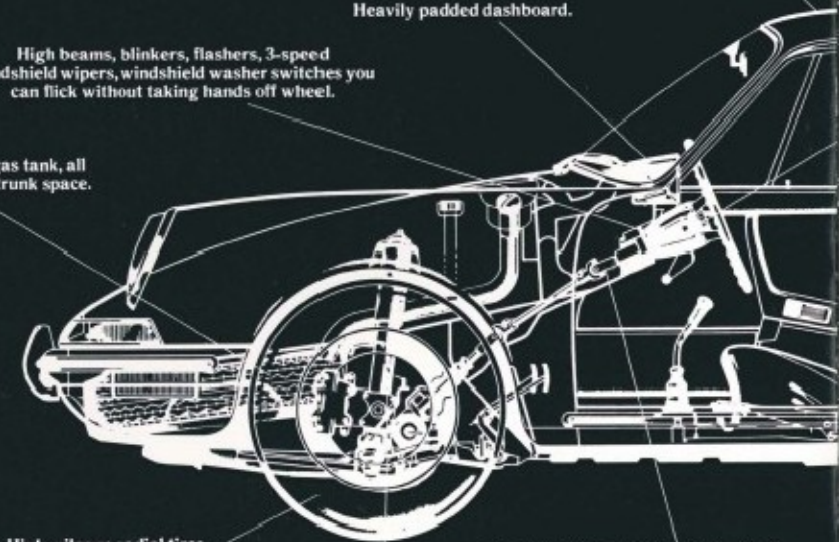
No matter what Porsche

Aerodynamic shape to not only cut wind resistance, but make air stream itself produce better road-holding and reduce fuel consumption.

Heavily padded dashboard.

High beams, blinkers, flashers, 3-speed windshield wipers, windshield washer switches you can flick without taking hands off wheel.

Spare tire, both batteries, gas tank, all positioned not to intrude on trunk space.

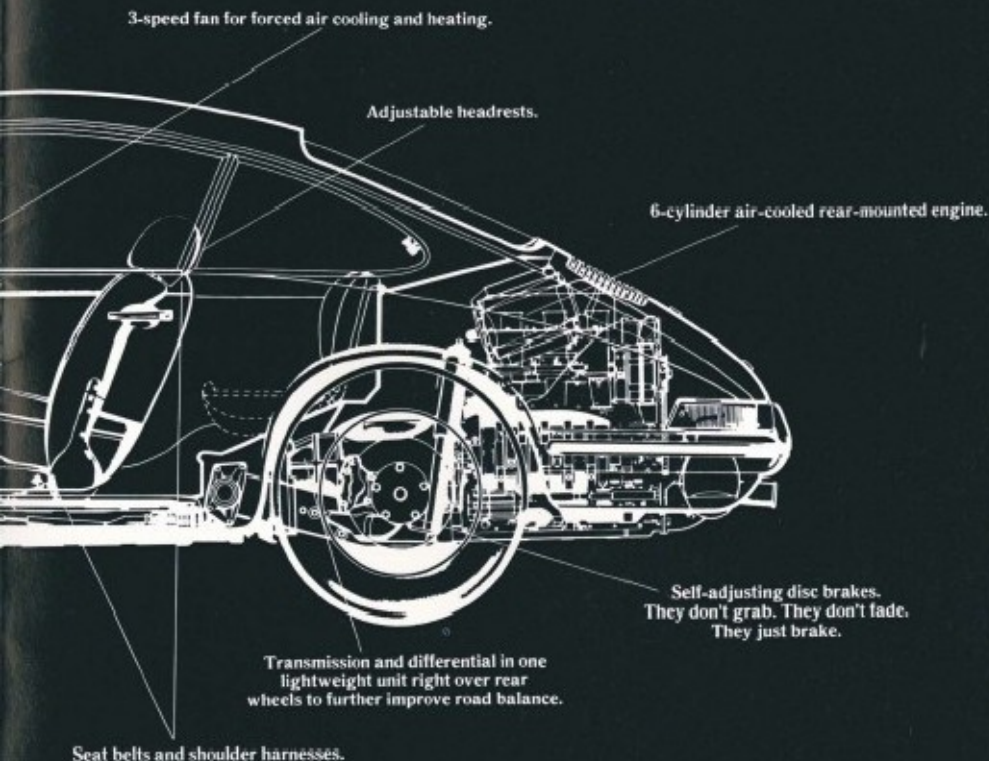


High mileage radial tires.

Rack and pinion steering, ultra-simple and precise, reinforced by a steering wheel that goes only 3.2 turns lock to lock.

4-wheel independent suspension.

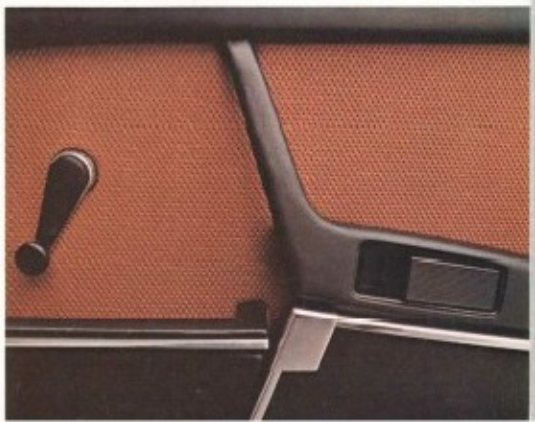
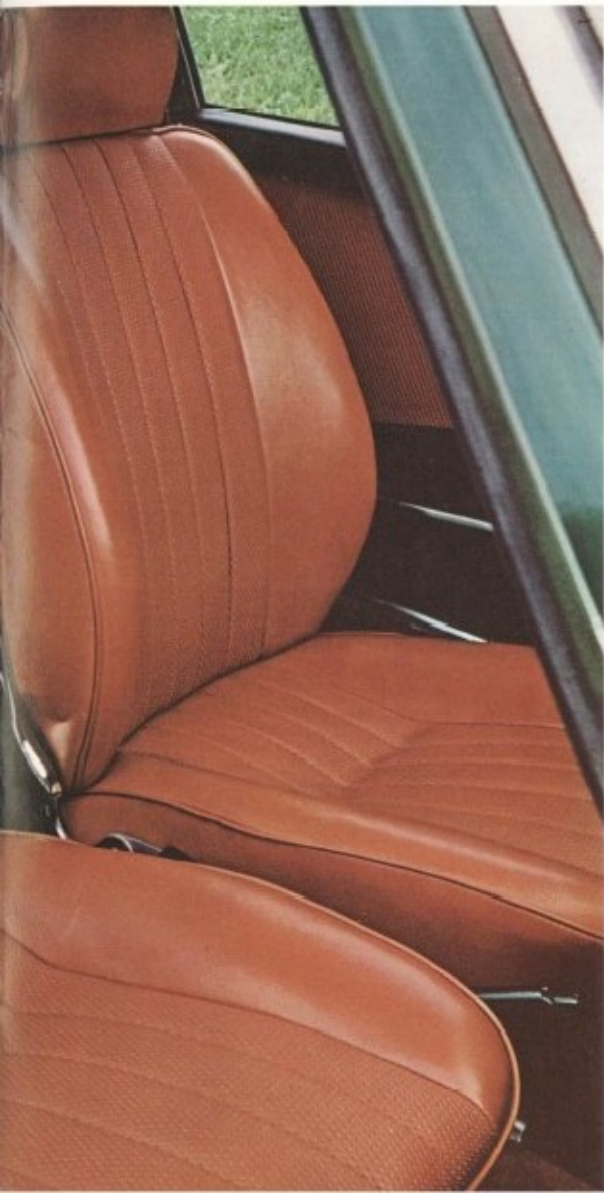
you get, you get this, too.



This is what



it all looks like from the inside.



The man who said specifications

SPECIFICATIONS—COUPE/TARGA (1970 MODEL)

	911 T	911 E	911 S
ENGINE:			
Number of cylinders	6		
Bore	3.31 in (84 mm)		
Stroke	2.80 in (66 mm)		
Displacement, cu in	133.8 cu in (2195 cc)		
Compression ratio	8.6:1	9.1:1	9.8:1
Horsepower (SAE)	142 (125 HP/DIN) at 5800 rpm	175 (155 HP/DIN) at 6200 rpm	200 (180 HP/DIN) at 6500 rpm
Maximum torque (SAE)	148 lbs ft (18 mkg) at 4200 rpm	160 lbs ft (19.5 mkg) at 4500 rpm	164 lbs ft (20.3 mkg) at 5200 rpm
Horsepower (per liter)	66 SAE (57 DIN)	79 SAE (70 DIN)	91 SAE (82 DIN)
ENGINE DESIGN:			
Type	Horizontally opposed 6, 4 stroke cycle, air cooled		
Cylinders	Cast iron	Cast iron liner in finned light alloy jacket	
Cylinder heads	Light alloy		
Number of valves	1 intake, 1 exhaust per cylinder		
Valve arrangement	Overhead in V		
Valve drive	1 overhead camshaft per bank of cylinders		
Camshaft drive	By double chain		
Crankshaft	Forged steel, 6 main bearings		
Connecting rod	Plain bearings		
Blower drive	V-belt through alternator		
Lubrication	Dry sump		
Fuel supply	1 electrical fuel pump	Bosch fuel injection	
Carburation	Triple throat carburetors, 1 per bank of cylinders		
ELECTRICAL SYSTEM:			
Rated voltage	12 Volt (alternator 770 W)		
Battery	2 Batteries, 36 Ah each		
Ignition	High capacity discharge ignition with battery, coil & distributor		
Firing order	1-6-2-4-3-5		
DRIVE TRAIN:			
Location of engine	At rear, behind axle		
Clutch	Single dry plate		
Transmission	Porsche servo-thrust synchronization		
Number of speeds	5 forward, 1 reverse standard (4 forward, 1 reverse for 911T)		
Location of shift lever	Central floor change		
Final drive	Spiral bevel gears and bevel gear differential		
Axle ratio	4.429 : 1 (7/31)		
Power train	Through half axles to rear wheels		
CHASSIS and SUSPENSION:			
Frame	Welded, pressed steel section unitized with body		
Front suspension	Independent, with transverse control arms + telescopic hydraulic dampers		
Front springing	Longitudinally mounted round section torsion bar, 1 per wheel	Self-levelling hydropneumatic spring and damper	Longitudinally mounted round section torsion bar, 1 per wheel, plus stabilizer bar
Rear suspension	Independent, with longitudinal control arms, Drive through half axle.		
Rear springing	Transversely mounted round section torsion bar, 1 per wheel (plus stabilizer bar for 911 S)		
Shock absorbers	Hydraulic, double-action telescopic shock absorbers front and rear (for 911E rear only)		
Service Brake	Dual brake system, hydraulic disc brakes on all four wheels, internally ventilated discs		
Hand brake	Mechanical twin-servo drum brake, on rear wheels with control light		

were dull never saw these.

SPECIFICATIONS—COUPE/TARGA (1970 MODEL)	911 T	911 E	911 S
Brake disc diam.	Front 11.1 in (282 mm) Rear 11.42 in (290 mm)		
Braking area per wheel	Front and rear 8.14 sq. in (52.5 cm)		
Total brake swept area (hand brake)	26.4 sq. in (170 cm)		
Rims	5 1/2 J x 15 steel	5 1/2 J x 14 light alloy for USA 6 J x 15 light alloy	6 J x 15 light alloy
Tires	165 HR 15	165 HR 14 for USA, 165/70 VR 15	165/70 VR 15
Steering	ZF rack and pinion		
Steering ratio	1:17.78		
TRANSMISSION GEAR RATIOS:	1st gear = 11:34 2nd gear = 18:32 3rd gear = 23:28 4th gear = 27:25 5th gear = 29:22 Reverse = 11:16-20:43		
GRADE CLIMBING: Weight of vehicle (incl. load)	2730 lbs (1240 kp)	2750 lbs (1240 kp)	2730 lbs (1240 kp)
1st gear max. gradient	69%	75%	80%
2nd gear max. gradient	33%	36%	37%
3rd gear max. gradient	20%	22%	22%
4th gear max. gradient	13%	14%	13%
5th gear max. gradient	9%	10%	8%
CAPACITIES:			
Engine	approx. 9.5 qts. (9 lit) HD oil		approx. 10.6 qts. (10 lit) HD oil with additional oil cooler
Transmission + differential	2.65 qts. (2.5 lit)		
Fuel tank	16.4 US gallons (62 lit)		29 US gallons (110 lit) for 911 S without M-470
Brake fluid reservoir	approx. 6.6 fl. oz. (0.2 lit)		
Windshield washer	approx. 2.2 qts. (2.0 lit)		
DIMENSIONS:			
Wheelbase	89.5 in (2288 mm)		
Track front	53.8 in (1362 mm)	53.8 in (1364 mm) USA, 54.2 in (1374 mm)	54.2 in (1374 mm)
Track rear	53.0 in (1343 mm)	53.0 in (1345 mm) USA, 53.5 in (1365 mm)	53.5 in (1365 mm)
Overall length	163.90 in (4163 mm)		
Overall width	63.39 in (1610 mm)		
Overall height (unloaded)	51.97 in (1320 mm)		
Ground clearance (loaded)	5.91 in (150 mm)		
Turning circle	approx. 32.5 ft. (10.7 m)		
WEIGHTS:			
Dry weight (DIN)	2250 lbs (1020 kp)		2046 lbs (930 kp) without M-470
Max. permissible weight	3090 lbs (1400 kp)		
Max. axle load, front	1325 lbs (600 kp)		
Max. axle load, rear	1954 lbs (840 kp)		
PERFORMANCE:			
Top speed	128 mph (205 km/h)	137 mph (220 km/h)	144 mph (230 km/h)
Power/weight ratio (1 person + dry weight DIN)	19.2 lbs./HP/SAE (6.7 kp/PS)	15.2 lbs./HP/SAE (6.9 kp/PS)	12.1 lbs./HP/SAE (5.5 kp/PS)
Fuel consumption	26.2 mpg (9 lit)	24.5 mpg (9.5 lit)	23 mpg (10.2 lit)

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